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By LYON & PATTERSON

The Astorian guarantees to its advertisers the largest circulation of any newspaper published on the Columbia River.

The sawing of the first stick of timber at the Hume mill marks the opening of a new epoch in Astoria. It is the first step in extensive development of our vast lumbering industry—an industry that surpasses all others in volume. The Hume mill will bring other mills to Astoria, and soon this city will be a lumber manufacturing point of importance. The late A. J. Johnson, government forestry expert, estimated that the timber standing in the forests tributary to Astoria was sufficient to keep 100 large mills in steady operation for a period of 50 years—the basis of the business of several billions of dollars. We are just now starting upon the development of that immense business. More mills mean more people and more payrolls and a greater and more prosperous Astoria. The practical completion of the Hume mill is a long stride forward in Astoria's career and a boon to the industry that promises so much for the city.

The passing of D. K. Warren deprives Astoria of one of her foremost citizens, whose place it will be difficult to fill. Men of Mr. Warren's kind are community builders, and their number is limited. In trying times, when vital interests are at stake, such men as he are looked to for advice, and their judgment is never-failing. Starting at the very bottom of the ladder of life, he climbed upward to the highest round, assisting in the city's advancement as he progressed. In his 65th year, when most men have done with the cares of life, he was promoting a great enterprise, the work of arranging for which brought on the attack that laid him low. He died in the harness, as all workers die, striving to better the community of his adoption. Mr. Warren's life was an exemplary one, and his death is genuinely mourned.

Really Sir Thomas Lipton might have been permitted to take one or even two heats in the yacht race, just for old acquaintance sake.

It will probably not be charged against them that the anthracite Mollie McGuire is effeminate.

Chronic Sores Eating Ulcers, A Constant Drain Upon the System.

Nothing is a source of so much trouble as an old sore or ulcer, particularly when located upon the lower extremities where the circulation is weak and sluggish. A gangrenous eating ulcer upon the leg is a frightful sight, and as the poison burrows deeper and deeper into the tissue beneath and the sore continues to spread, one can almost see the flesh melting away and feel the strength going out with the sickening discharges. Great running sores and deep offensive ulcers often develop from a simple boil, swollen gland, bruise or pimple, and are a threatening danger always, because, while a such sore is not cancerous, a great many are, and this should make you suspicious of all chronic, slow-healing ulcers and sores, particularly if they are in your family. Face sores are common and cause the greatest annoyance because they are so persistent and unsightly and detract so much from one's personal appearance.

Middle aged and old people and those whose blood is contaminated and tainted with the germs and poison of malaria or some previous sickness, are the chief sufferers from chronic sores and ulcers. While the blood remains in an unhealthy, polluted condition healing is impossible, and the sore will continue to grow and spread in spite of washes and salves or any superficial or surface treatment, for the sore is but the outward sign of some constitutional disorder, a bad condition of the blood and system which local remedies cannot cure. A blood purifier and tonic is what you need. Something to cleanse the blood, restore its lost properties, quicken the circulation and invigorate the constitution, and S. S. S. is just such a remedy.

S. S. S. reaches these old chronic sores through the blood. It goes to the very root of the trouble and counteracts and removes from the blood the impurities and poisons, and gradually builds up the entire system and strengthens the sluggish circulation, and when the blood has been purified and the system purged of all morbid, unhealthy matter the healing process begins, and the ulcer or sore is soon entirely gone.

S. S. S. contains no mineral or poisonous drugs of any description, but is guaranteed a purely vegetable remedy, a blood purifier and tonic combined and a safe and permanent cure for chronic sores and ulcers. If you have a slow-healing sore of any kind, external or internal, write us about it, and our physicians will advise you without charge. Book "The Blood and Its Diseases" free.

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San Francisco, Seattle, Portland, Los Angeles and Denver, Colorado.

The Multnomah Athletic club has inadvertently, in doubt, set the date for its fall carnival to conflict with the state fair. The club has arrangements under way for good sports and they should be given either before or after the state fair. The latter institution has been set on its feet in recent years and is maintained at state expense. Since there are 365 days in the year there is no use having a counter attraction in Portland at the same time.

THE CITY OF TUMULT

Out of Australian obscurity the village of Tumut has been raised to fame by having greatness thrust upon it. The commission appointed to select a site for the capital of the commonwealth completed its labors some time ago by the selection of Tumut, and now the world takes a sudden interest in the place. It is said to have had at the last census 1300 inhabitants, to be practically half way between the two rival cities of the commonwealth, Melbourne and Sydney, and to be pleasantly located near the center of a highly cultivated plain, abundantly watered and blessed with a good climate.

If the Australians are satisfied no one else has a right to complain, but if it is to be the capital of the great new commonwealth, whose future is bound to be glorious, it is to be hoped the name will be summarily changed, suggests the Call. Tumut is a good name for a village, it is not bad for an Australian county seat, but it sounds too much like the utterances of a kangaroo to be acceptable as the name of a great capital. It would never do, for example, to have the capital of the United States located in a place called Podunk or Oshkosh, and yet either of those names is better than Tumut, for indeed Tumut has no charm other than that derived from the fact that whether spelled forward or backward it reads the same.

The chief reason for the selection of Tumut appears to be the quantity of water that it possesses. It stands on the banks of the Tumut river, and we are told that the river runs through the entire year and did not dry up even during the recent long drought. Once

upon a time there was a considerable gold industry in the neighborhood, but he paying deposits have been exhausted and the dwellers in the plain now follow the much more profitable industry of fruit growing.

A correspondent of the London Standard in describing the village says: "It lies spread over a hillside, its long main street falling along the slope from the 'bush' covered hilltop to the winding river below. The majority of the houses are one-storyed weather-board cottages, with narrow verandas along their street frontage. The better class buildings are of brick of the ordinary bungalow type, with deep verandas on every side. Only in the central part of the town do we find two-storyed houses. The banks, four in number; the hotels, ten in all, and the stores are the only buildings that soar higher than the ordinary single-story level."

Such is Tumut, the proposed capital of the youngest of commonwealths, but one that has possibilities of growth equal to those of the greatest of existing nations. The town saw stormy times in the old days of the gold excitement, but of late it has had a quiet and sleepy existence. Now it is to become again the center of storms. The politicians of the commonwealth will doubtless make the town ring louder than the miners did. Meantime the first work in establishing a capital there will be that of building a railroad to the place, for as yet it is in a wilderness and one has to make a journey of twenty miles from the nearest railroad station to reach it.

The lumber markets of the Orient and the share which the United States is likely to have in supplying them is the subject just now of some attention by the department of commerce and labor, through its bureau of statistics, says a Washington dispatch. The bureau recently received and published reports of American consuls, which announced the arrival of the first cargo of lumber in the Chinese market by a Russian vessel from Vladivostok. This fact opens the question of future competition for the Oriental market between the American lumber interests on the Pacific coast, on the one hand, and that of the Russians in Siberia and on the Yula river, on the other.

In both cases enormous resources are awaiting development. The American industry of the Pacific coast has the advantage of organization on a large scale and of mechanical equipment unequalled by that of any other field in the world. This is evidenced by the rate of annual production. Unofficial estimates put the annual cut of lumber and shingles of the three Pacific states at 4,600,000,000 feet, of which California supplies 500,000,000 feet; Oregon 3,400,000,000 feet; and Washington, 2,700,000,000 feet. At this rate it is calculated that the forests of the Pacific coast will be exhausted in 40 years.

As it would naturally be expected, the Pacific lumbermen have been rapidly enlarging their area and volume of commercial distribution, both in the foreign and domestic markets. According to figures gathered by the bureau of statistics, the redwood shipments from upper California, mostly to San Francisco and the southern coast, in 1902 amounted to 290,537,905 feet. In addition to this, the California coast alone in 1902 received 696,102,982 feet of pine and fir; in 1901, 483,245,540 feet; and in 1900, 370,253,313 feet. The rate of increase, as will be seen by comparison of these figures, is enormous.

Further north on the coast the trade in lumber has been expanding with corresponding strides. Shipments by water alone at Seattle were 564,473,901 feet of lumber in 1902, and 566,984,719 feet in 1901. A movement of almost equal proportions is taking place to points in the interior by rail. In 1902 rail shipments to the interior amounted to 552,175,900 feet, and in 1901, 404,530,000 feet. The number of shingles sent east of the Cascade mountains, extending into the territory east of the Missouri river, and, in many cases, as far as the lakes, amounted to 5,080,540,000 in 1902, and to 4,855,000,000 in 1901. The traffic furnished to railroads in 1901 aggregated 52,337 cars of lumber and shingles from Seattle alone, and 69,231 cars in 1902.

Rail shipments from Tacoma, including both lumber and shingles, were 3,141 cars in 1900, 4,529 cars in 1901 and 6,926 cars in 1902.

Portland, Ore., shows a traffic toward the interior by rail ranking next to Seattle in importance. In the calendar year 1900, 11,994 cars of lumber were shipped from this port, 13,517 in 1901 and 15,876 cars in 1902.

As the above figures indicate, one of the most noteworthy facts in connection with the development of the Pacific coast lumber trade is its increasing contribution to the transcontinental tonnage for railroads on the way back from the Pacific coast eastward. The opening of the Mississippi valley to the Pacific coast lumbermen likewise brings the export trade from the coast in closer relations with the demands of the domestic consumer. The consumer in the Mississippi valley is directly interested in the progress of lumbering, both in the northwestern states and in the southern states, as main sources of supply. The entire east is chiefly dependent on both of these sources. Consequently, all domestic industries and interests, relying on the lumber supply of the future, are concerned with the prospective ability of any foreign competitor to share the rate of domestic output and its ratio to domestic demand.

The relative importance of foreign to domestic demands, so far as the Pacific coast is concerned, is not easily ascertained. There are, however, a few figures bearing on the subject. The principal mills of the state of Washington for 1902 reported that 386,172,359 feet were sent to coastwise destinations and 133,115,654 feet to foreign destinations.

tions. If this ratio holds good for the coast as a whole, it would appear that nearly 30 per cent of the output goes to foreign and 70 per cent to domestic uses.

Read This Column

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Office Constructing Quartermaster,

Astoria, Ore., September 2, 1903.

Sealed proposals, in triplicate, will be

received at this office until 10 o'clock

a. m., September 22, 1903, for the construction, plumbing and electric wiring

of one set of Hospital Steward's Quarters at Fort Stevens, Ore. United States reserves the right to reject any or all proposals. Plans can be seen and specifications obtained at this office, and at the office of Disbursing Quartermaster at Portland, Ore., and Seattle, Wash. Envelopes should be marked "Proposals for construction" and addressed to Captain Goodale, Quartermaster, Astoria, Ore.

Office Constructing Quartermaster,

Astoria, Ore., August 25, 1903.—Sealed

proposals, in triplicate, will be received at this office until 10 o'clock a. m., September 8, 1903, for the construction, plumbing, heating and electric wiring

of one field officers and one double set of lieutenant's quarters at Fort Stevens, Ore. United States reserves the right to reject any or all proposals. Plans can be seen and specifications obtained at this office, and at the office of Disbursing Quartermaster at Portland, Ore., and Seattle, Wash. Envelopes should be marked "Proposals for construction" and addressed to Captain Goodale, Quartermaster, Astoria, Ore.

And I will on Tuesday, the 8th day of

September, 1903, at the hour of 10

o'clock in the forenoon at the cannery

building of said Columbia River Packers Association at Clifton in the said

county of Clatsop, state of Oregon, sell the said chattels at public auction to the

highest bidder for cash in hand at the time of sale.

THOS. LINVILLE,

Sheriff of Clatsop County, Oregon

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